

U.S. DEPARTMENT OF TRANSPORTATION
The Coast Guard
Reservist

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UNCLAS

MK1 Vernon McGee was selected Outstanding Coast Guard Reservist in the Houston area for 1979 by the Houston Chamber of Commerce. MK1 McGee was awarded a plaque for his accomplishment.

ET1 Larry Ruegger, of Reserve Unit B, Station St. Petersburg, FL, saved his neighbor from dying in a three-alarm fire that completely gutted his home June 4. When he saw the leaping flames, ET1 Ruegger entered the house and waded through heavy smoke until he stumbled on his neighbor Art Lent, who was semi-conscious. Ruegger carried Lent to safety and entered the house again with a policeman to search for more people. There were none. Lent suffered only from smoke inhalation.

Reservist BM1 Susan Williams, who sails for Exxon, was part of a small boat crew from the Exxon Houston which rescued five crew members from a burning tug in the Gulf of Mexico last October. The Exxon Houston assisted a Coast Guard helicopter in rescuing the tug's crew and extinguishing the fire.

Reservists from Reserve Unit Indian River, DE helped clean up an oil spill in June which fouled the shoreline from Bethany Beach, DE to Ocean City, MD. The clean-up took four days to complete.

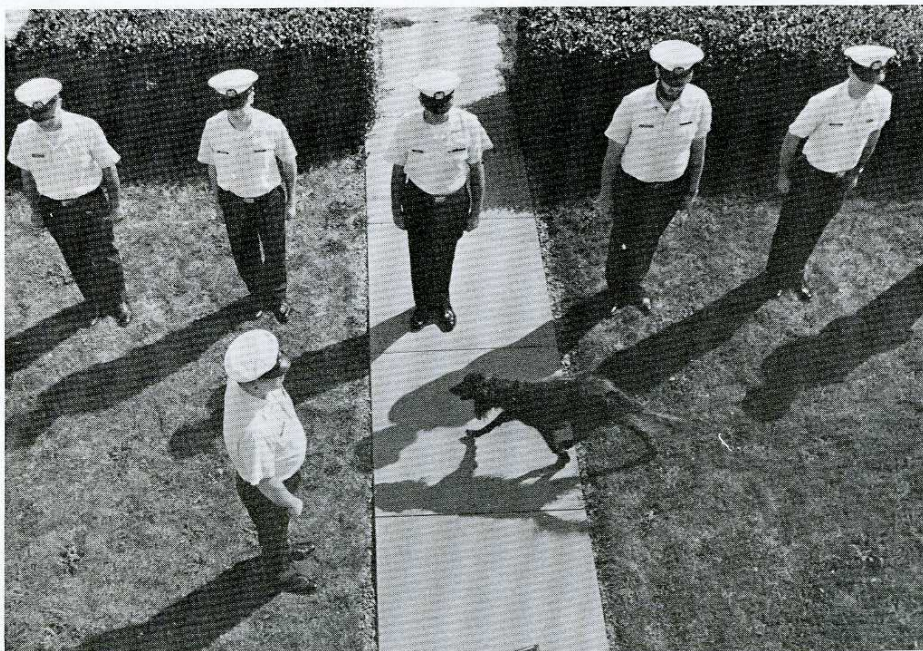
Two reservists from Station Rio Vista, CA were honored in April. LCDR Wayne Till was awarded the Coast Guard Commendation Medal for his outstanding leadership of the Rio Vista Reserve Unit. Since he assumed command in 1975, Rio Vista has twice been named best Reserve Unit in the Twelfth District. It was nominated in 1977 and 1978 for the ROA Congressional Award, and boasts a 100 percent pass ratio on service-wide exams. Before receiving his award, LCDR Till swore in Unit Rio Vista member BM1 Kathy Atwood as an Ensign. Earlier this year, unit member Paula Carroll was also commissioned an Ensign.

Reserve Unit Richmond held its Second Annual Fund Raising Campaign for Muscular Dystrophy this summer. The drive was launched in May with the "Lifesavers Ball." Unit members spent their off-duty time for the next several months selling special Coast Guard t-shirts. The unit hopes to top last year's earnings of \$1,200 for MD. Co-chairmen of the drive are CDR Charles L. Hayes and PS2 Richard A. McCool. Reserve Unit Richmond won the ROA Congressional Award for 1978.

Cover: A Reserve boat crew from Station Fort Point, CA heads for home after a day of special training exercises. Photo by YN3 Linda R. Wilson, USCGR.

Busy Reserve Group Base Gloucester, NJ participated in public ceremonies commemorating Armed Forces Day, May 19 as well as Independence Day, July 4. Group members took part in speaking engagements, parades and memorial services attended by thousands of citizens in the Philadelphia area.

Among well-known former Coast Guard reservists was the late Arthur Fiedler, Boston Pops conductor. Fiedler enlisted as a seaman apprentice in the Coast Guard during World War II. He served aboard patrol boat 36033, which patrolled Boston Harbor.



It's hard to tell who's 'putting on the dog' for whom at Station Scituate, MA. As these reservists snapped to attention, man's best friend decided to conduct personnel inspection. Photo by BM2 Brian W. Smith, USCGR.

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CG-288

Admiral's Corner



RADM Vaughn (right) chats with CDR John Bohunsky, Commanding Officer of Reserve Unit Detroit (center) and CDR John Stozich, Detroit Reserve Group Commander, on the Detroit riverfront July 21. RADM Vaughn recently toured the Ninth District.
Photo by PA1 Joe Broshear

To all members of the Coast Guard Reserve:

While I continue to be impressed by the dedication and enthusiasm of the reservists I have met and talked with, there is one area about which I become more concerned every day. There are many indications that the Career Development Program is not providing its full potential either to individual reservists or to the Reserve chain of command.

The real cornerstone of the CDP is the annual career planning interview between each reservist and the appropriate official within his or her Reserve unit. At that time the member is provided with information necessary "to establish personal and career goals and an opportunity to participate in the planning of future training."

The sum of all these interviews provides the input necessary in planning future augmentation and formal training. In many cases, these interviews are the critical first step in bridging the gap between the rate training provided during augmentation and the formal training required to make the member fully effective in his mobilization assignment.

Following the interview each reservist should be fully informed and comfortable regarding his training path for the next several years. This is a must to allow the member to plan and arrange for attendance at required augmentation and formal training sites. All officers and enlisted members should become thoroughly familiar with the section in CG-392 on the Career Development Program.

S B Vaughn

Brief Comments



Gallatin hosts Navy brass-- left to right: ADM Thomas B. Hayward, CAPT James D. Fear, ADM John B. Hayes, and VADM James H. Doyle, Jr. Photo by Charles Crosby.

ADM Thomas B. Hayward, Chief of Naval Operations, and VADM James H. Doyle, Jr., Deputy Chief of Naval Operations for Surface Warfare, visited the Coast Guard Cutter Gallatin March 12 for a first-hand look at how the Coast Guard gets things done.

Upon their arrival by helicopter, they were greeted by ADM John B. Hayes, Commandant, CAPT John D. Costello, Chief of Staff, Third Coast Guard District and CAPT J. D. Fear, Commanding Officer of the Gallatin.

The visit to Gallatin, a 378-foot cutter, was part of a study aimed at equipping the 378-foot class cutters with more modern gun and fire control, new radar and sonar capabilities, and other refinements that would make them a more efficient part of the Navy arsenal.

Of special interest to the Navy visitors was the success that Gallatin has had with women as an integral part of the crew since 1977. The Navy only recently assigned women to its ships.

Several districts have developed firefighting augmentation training programs which have raised questions as to the role of the Coast Guard in merchant vessel firefighting. The following passage from the Reserve Training Manual (CG-392; article 2-B-1.a.(1)) should be used as guidance in the development of local augmentation training plans for firefighters:

"The involvement of Coast Guard forces in actual firefighting on commercial vessels or waterfront facilities shall be only to a degree commensurate with our personnel and equipment levels. The Coast Guard intends to maintain its historic "assistance as

available" posture without conveying the impression that we stand ready to relieve local jurisdictions of their responsibilities. Therefore, augmentation programs for Firefighters (FIs) shall be devoted to fire prevention rather than fire fighting."

Such programs could involve a Marine Firefighting Coordinator who would advise and assist the COTP. This assistance could include the development of pre-fire plans, advice on the most efficient use of personnel and equipment on-scene, and effective liaison with local port fire departments. The fire prevention programs could lead to the development of a team of Reserve Fire-

fighters specialized in fire prevention, inspection/preplanning, and training. This team, while not actually involved in firefighting, could provide much needed training and preplanning assistance to the COTP.

Just a reminder to all of you who are eligible for an ENLISTMENT OR REENLISTMENT BONUS: remember that you are responsible for initiating all requests for payments to which you are entitled. This includes the initial payment as well as all subsequent payments. Keep track of your anniversary dates.

Remember---all correspondence courses for advancement have two parts: a rating part and a military requirements (MRN) part. Each has its own end-of-course test, and each must be completed to qualify you for advancement competition. Even in those few rates which have no current correspondence course, the MRN portion must be completed before you can be recommended for advancement. Which MRN course is appropriate for you? The following summary should help you decide:

MRN 4-Code 400-Edition 2: For class "A" school students only. Written for the E-2, it combines the Seaman and MRN 3 courses, providing military requirements training for E-3 and E-4. This course is required for advancement to E-4 by class "A" school graduates who have not completed a Seaman or Fireman course.

MRN 3-Code 452-Edition 1: Written for the E-3, or the E-2 who has completed a Seaman or Fireman course and is a class "A" school student.

MRN 2-Code 453-Edition 1: Written for the individual competing for E-5.

MRN 1-Code 454-1-Edition 1: For the individual competing for E-6.

Supply shortages during the past several years have made it very difficult to provide effective uniform support to reservists. The shortages have now been reduced to a minimum and units will begin to see a marked improvement in uniform supply. Isolated problems, however, will continue to occur. For instance, we are now facing a critical shortage in certain popular sizes of the men's dress blue coat. Relief is not expected until the fall of this year.

Keep in mind that the system for providing Reserve uniforms is not "fill or kill." Requests for items which are not immediately available for shipment are held by the training center in a back order status and filled when the item becomes available. It is, therefore, important that units not submit duplicate requisitions for items not received. All Reserve units should become familiar with Commandant Instruction 10121.1; Subj: Clothing and Small Stores Support for Coast Guard Reservists.

Commandant (G-FLP) is committed to improving support to reserv-

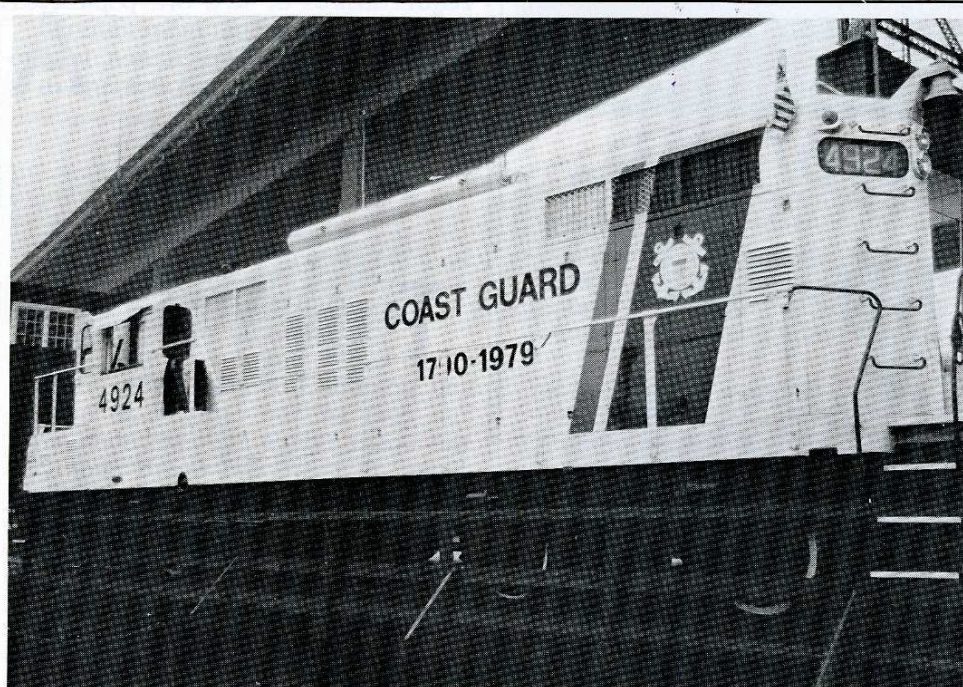
ists. Any significant problems that are encountered should be brought to their attention via district (r). Specific data such as items, dates and names are usually necessary in identifying and resolving problems. Call G-FLP on FTS 426-0962.

All candidates for Chief, Senior Chief and Master Chief Petty Officer are encouraged to review Commandant Notice 1418 of 20 June 1979. Note that advancements to all Chief Petty Officer rates (E-7, E-8 and E-9) will be from the advancement eligibility list. There will be no formal selection board for E-8 and E-9 as in the past. The procedures will be similar to those used for E-7 selection in the past years.

The Notice also lists ratings which are overpopulated and offer limited advancement opportunities (DC, EM, ET, HM, MST, PA, SK, TT and YN). Restated are some past changes, such as computation of the advancement "multiple" and the pyramidal system for identifying vacancies.

A word to the wise: the RCS cassette system can be a great asset in preparing for the October Servicewide Exams. The cassettes are based on subjects in which reservists have shown the weakest performance in past Servicewides. Several Reserve units which train with the RCS system prior to each exam cycle have reported a high rate of advancement. A First District unit reported that their only candidate not advanced was the only one who failed to use their RCS-based training program. See your training officer and start using the RCS system now.

PA1 Philip C. Mendel, USCGR received the first Captain Robert T. Leary Award as the most outstanding reservist in the Fourteenth District. He serves with the Marianas Section Reserve Unit in Guam. Through PA1 Mendel's public affairs efforts, the Coast Guard's working relationship with the island communities has greatly improved.



Pulling for the Coast Guard. Photo by PA1 George Cassidy, USCGR.

The Coast Guard launched a new 50-footer July 2. Rather than sliding down the ways into the water, however, this fleet member emerged from a roundhouse and chugged down a railroad track.

Complete with red and blue slash and Coast Guard emblem, the big white diesel locomotive lugs cargo between New London, CT and Brattleboro, VT.

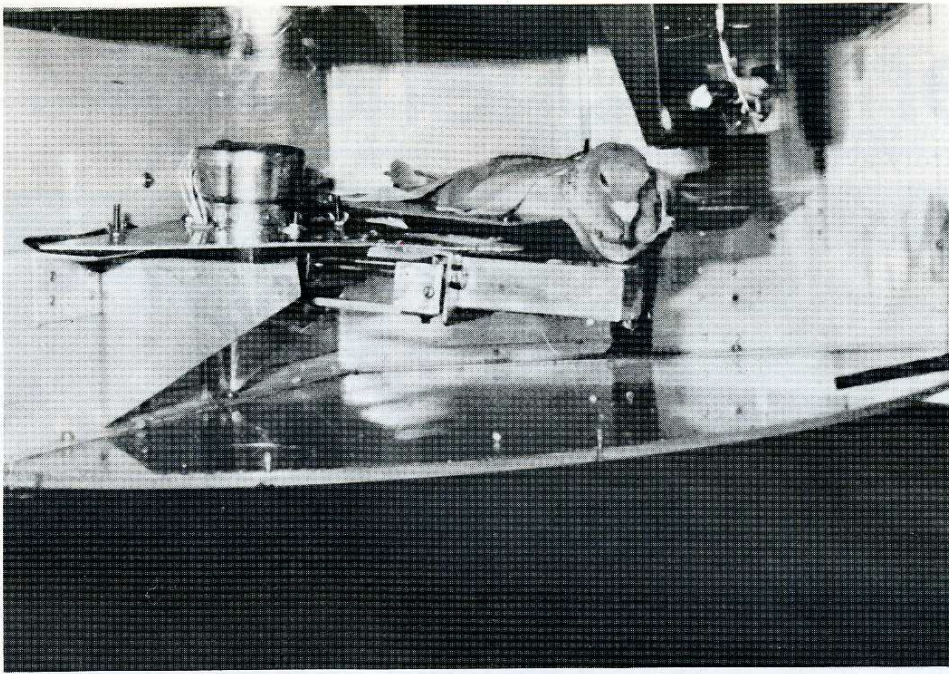
The Central Vermont Railroad agreed to the special paint job when they learned it was to help celebrate the Coast Guard's 189th birthday August 4. This unusual way of celebrating Coast Guard Day was the idea of Reserve PA1 George Cassidy of the Academy public affairs office.

The paint, and the elbow grease, were donated by Viking Ford of East Lyme, CT. The project con-

sumed 35 gallons of white paint, 10 gallons each of black and red paint, and five gallons of blue paint. "Whitewalls," added by PA1 Cassidy, complete the handsome effect.

The engine will run through rural Connecticut and Vermont four days a week through September. It brings the Coast Guard message to people who may never have heard of our service.

Commissioning ceremonies, attended by 100 people, were held at the Central Vermont Roundhouse in New London July 2. RADM M. E. Clark, Academy Superintendent, "swore in" the locomotive engineers as honorary Coast Guard captains. As the crowning touch, Mrs. Anne Clark christened the engine with a bottle of champagne across the "bow."



Call the Rescue Squab! by Kathy Kiely

Most people are not too thrilled at the prospect of pigeons circling overhead. But if you're lost at sea, they could mean the difference between life and death.

Eagle-eyed pigeons, trained by the Coast Guard, can spot rafts and lifejackets drifting at sea with amazing accuracy. In training at the Naval Ocean Systems Center in Oahu, HI, the birds have picked out small orange targets as far as one-half mile away.

For search and rescue work, three pigeons are nestled in a round plexiglas pod suspended from the bottom of a helicopter. Each pigeon is in charge of its own 120-degree viewing sector. When it spots a target on the water below, it pecks a signal switch that tells the pilot in which direction the target lies. For his expert advice, the reporting pigeon is rewarded with a morsel of corn.

The pigeons have a high boredom tolerance, and never knowingly cheat. On one occasion, however, an over-zealous bird directed his pilot to rescue an orange surfboard.

Douglas Conley, of the Office of Research and Development at Headquarters, is enthusiastic about the pigeons' seemingly super-human abilities. "The birds can detect a target about 90 percent of the time on the first pass," he said. That's in marked contrast to an average of 35 percent for the pilots.

Unfortunately, the original team of three pigeons was killed in the line of duty during their first actual rescue mission. Their amphibious helicopter ran out of fuel and was ditched in the ocean, drowning them. Five new "squabbies" are now being trained and should earn their wings sometime in September.

The Joe Wasson Chapter of the Naval Enlisted Reserve Association sponsored NERA's First Annual Mid-Atlantic States Conference July 21 at the Washington Navy Yard. Speakers included CAPT R. J. Matthews, USOGR, a special assistant (mobilization designee) to the Deputy Assistant Secretary of Defense (Reserve Affairs).

NERA was founded in 1957. It now has 101 chapters across the country. Coast Guard reservists became eligible for membership 10 years ago.

NERA has worked to help obtain many important benefits for reservists, such as full SGLI coverage and SBP for reservists who are not yet 60.

For information on joining your local chapter, write NERA at 6703 Farragut Ave., Falls Church, VA, 22042.

A reduced number of warrant officer specialties are offered for competition in December 1979. Commandant Notice 1417 of 22 June 1979 lists vacancies only in Finance and Supply, Material Maintenance and Personnel Administration. Limited Aviation Engineering vacancies are available in the Seventh District only. Those specialties not listed are either at strength requirements or are overpopulated. It is expected that attrition will allow for competition in the Naval Engineering and Boatswain specialties next year.

The Ancient Order of the Pterodactyl invites all Coast Guard Aviators, past and present, to join their ranks. The goal of the club is to assist the Coast Guard through such projects as the Coast Guard section of the Navy Air Museum in Pensacola, FL. For more information contact the Secretary/Treasurer CAPT Gus Schrode, USCG(Ret). P.O. Box 3133, Seal Beach, CA, 90740.

The inactive duty Reserve officer promotion system was the subject of a study conducted this summer by a Reserve task force.

The objective of the study is to determine if adjustments should be made to the existing system to improve Reserve force management. The current method of promoting inactive duty Reserve officers will be compared in detail with the system used by the active service and with the methods employed by the other Reserve components. A final report is due in late summer.

Task group members were CAPT Martin Baskin, CAPT Manuel Tubella, CDR Howard Coble, LCDR Roger Pike and LT Fred Brox.

Data Processing Technicians: your advancement system has changed. Commandant Notice 1418 of 20 June 1979 implements district-by-district advancement, limited by the levels in Commandant Instruction 3060.9E. You will be required to complete the appropriate time in grade, time in service, MRN course and practical factors listed in CG-296. There is no rating correspondence course. Your district commander will be the approving official when you are recommended to fill a vacancy.

A new port security unit at Coast Guard Headquarters was commissioned June 22. Headquarters Reserve Unit (G-WLE) will coordinate interagency planning for the Coast Guard's wartime port security mission. If mobilized, the unit would function as an integrated part of the Port Safety and Law Enforcement Division. The commanding officer is CDR John M. Cece.

How would you like to broaden your Coast Guard Reserve knowledge and experience? You can do just that by applying for Special Active duty for Training (SADT).

From time to time, SADT personnel from within the Reserve component are needed to perform special short-term tasks essential to the Coast Guard.

SADT orders will normally be issued for periods of four months or less. Requests soliciting personnel interested in performing SADT are sent from Headquarters or district commanders (r). You may find solicitations printed in the district newsletter or Reserve unit newsletters. If these sources aren't available to you, ask your training officer for assistance in seeing if there are any positions open that might interest you.

Reservists desiring orders to SADT shall submit a request for ADT orders (CG-3453) via the chain of command to their district (r). When the requested assignment involves a special skill or background, an attached resume may be required.

For more information concerning SADT consult the Reserve Training Manual (CG-392) Chapter 5, Section D. Remember, SADT offers you an excellent chance to broaden your Coast Guard Reserve experience.

CAPT William B. Clark, USCG took over as Commanding Officer, Reserve Training Center Yorktown, VA in a formal Change of Command Ceremony June 4

at RTC. He relieved CAPT Charles L. Blaha, USCG, commanding officer since August, 1975.

CAPT Clark, RTC's ninth commanding officer, is a graduate of the Coast Guard Academy. He served on the cutters Richey, Acushnet and Mendota. He was Commanding Officer of Training Center Petaluma, CA 1971 to 1973.

CAPT Clark came to RTC from Headquarters, where he was Chief of the Planning and Evaluation Staff, Office of Personnel.



by PA2 D.I. Burt

To keep New York City from becoming the "Big ROTTEN Apple" during the recent tugboat strike, Mayor Koch turned to the Coast Guard. Reservists and Regulars alike helped to haul the city's garbage to a dump on Staten Island during most of the 88-day strike, April 1 to June 28.

The crew of the cutter Mahoning showed a good sense of humor when faced with a task their recruiting brochures never mentioned. SS2 J. Carlotti, whose wife works in a t-shirt factory, decided to create t-shirts to display the crew's new specialty. SN Tom Cicala (left) and SA Chris McIntosh (right) designed the shirts, which were "issued" to all crewmembers.

Photo by PA3 Mike Boursier

Five Reserve boat crews volunteered for active duty during the strike. Through May 30, 1979, they logged 30 search and rescue cases, 113 patrols, assisted in 42 boardings and inspections, monitored 63 ship movements, assisted in fighting four fires and eight oil pollution cases, investigated and assisted in six ship groundings, and performed over 50 other miscellaneous missions.

The officer in charge of the garbage cleanup was LCDR Michael W. Olivo, a Regular Coast Guard officer. His two assistant operations officers, CW02 Ralph S. Andaloro and LTJG Gregory P. Coleman, were both reservists on special active duty.

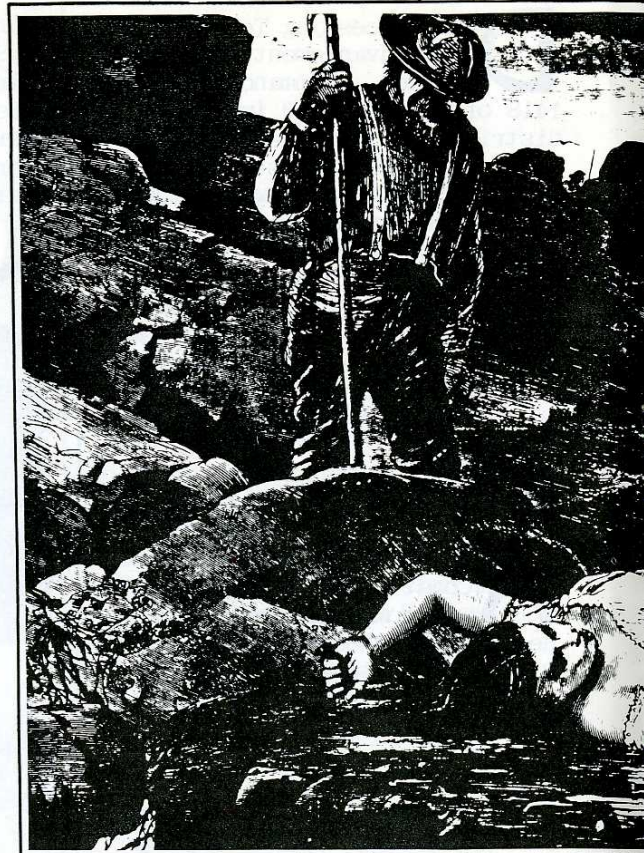
SEA LANGUAGE WASHES ASHORE

The rich, colorful vocabulary of the sea from generations past is still a vibrant part of daily English language. Most people do not know the origins of words and phrases that have become colloquial expressions, and time has changed or distorted the meanings. What were precise directions or descriptions have become general phrases that hint at meaning. Yet, they retain the flavor and imply the discipline they once had--and the language of the sea emphasizes discipline. "He let the cat out of the bag," said today, is often followed by an "expletive deleted." Six score years ago on board a square rigger, this utterance would have brought chills to the spine, for some poor soul had just committed an offense sufficiently grave to extract the cat-of-nine-tails from its canvas bag. The cat has been out of vogue since the early nineteenth century and needs an introduction. The cat was made of nine lengths of cord, each about 18 inches long with three knots at the tip, fixed to the end of a larger rope which was used as a handle. Flogging, at the very least, would cause severe wounds and could cripple or even cause death. Only Errol Flynn and fellow Hollywood mariners have been able to shrug off its effects. The United States Congress prohibited the use of the cat in 1850, and it was outlawed from the British Royal Navy in 1879. In fact, the cat had fallen into disuse in both fleets shortly after the War of 1812. This brutal instrument is also the basis of the expression "not enough room to swing a cat." Obviously, the two-foot cat, added to the length of the fully extended arm of the flogger, required a good measure of working room.

Maritime discipline was harsh; human rights were restricted and, as a result, specific ship-board havens developed. The term "scuttle butt" evolved from this background. There was a cask (butt) with a square hole (scuttle) cut in its bilge, kept on deck to hold water for ready use. On board ships where discipline was strictly enforced, merchant as well as war, the "scuttle butt" was one of the few places on deck where sailors were at liberty to talk; and today, the term is synonymous with gossip.

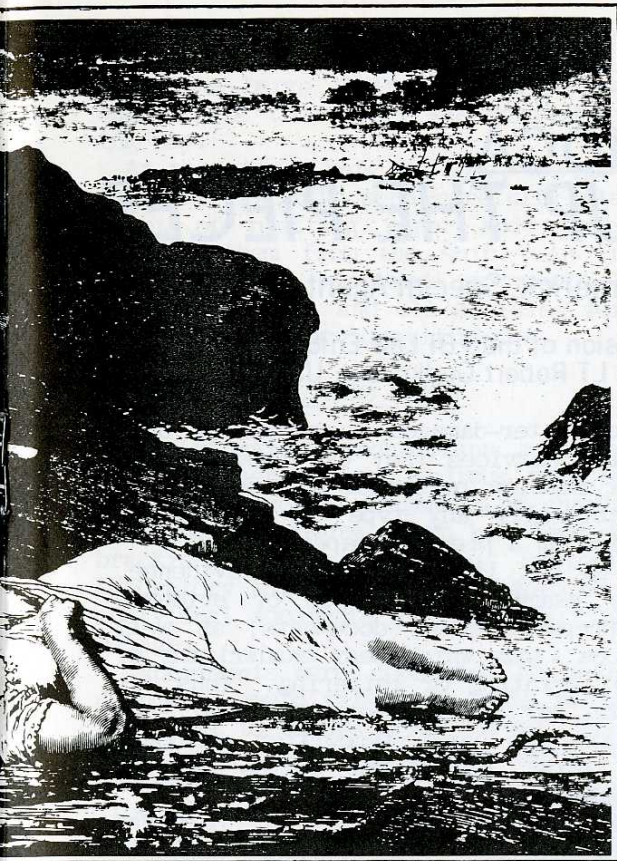
Mariners were the chief patrons of seaport pubs. Of course, sailors would have to toast a drink with "down the hatch." If a mariner consumed too much alcohol and became intoxicated, he would be "three sheets to the wind." A sheet is a line used for trimming a sail to the wind. Three broken sheets would render any sailing ship uncontrollable.

Utterances against the devil are wails of frustration. However, the mariner's devil was not the anti-Christ, but was a particular seam, a narrow gap between planks, one on each side of the ship just above the waterline. This seam--christened the devil's seam--was the most difficult and dangerous to caulk. A sailor would have



to be lowered over the side and work in the dangerous location "between the devil and the deep blue sea." "There'll be the devil to pay" has a similar derivation. Paying is the act of pouring hot pitch into a seam after oakum has been pounded in, commonly referred to as caulking. In bygone years, the complete utterance is, "There'll be the devil to pay and no hot pitch;" thus, not only damning the work location, but also cursing the lack of preparation, since no hot pitch was ready. Caulking was a frustrating job. Nerves became raw as the hot pitch was spread along the seams. A loggerhead was a tool used for this work. Fights would break out, and the tool would be used as a weapon. The seriousness of the affair was captured by the expression that the combatants were "at loggerheads." This term today describes an angry relationship between two individuals.

The principles of sailing a full-rigged ship are as mysterious to some as those of splitting an atom. And yet, the English language draws extensively upon the rich language barked out by captains and mates to sailors on deck and aloft during bygone days. A captain would be wise to give the order to sail "by and large" to an inexperienced helmsman (steerer). The ship would not be sailing directly toward its desired destination; but this command would not tax the ability of the helmsman. Colloquially, "by and large" means generally speaking, or lacking precise knowledge or skill. If the helmsman did make an error and the wind struck the face or front of the sails, the ship would be "taken aback." This term means to be stopped suddenly and bears the same significance today. Should another ship come between a vessel and the wind,



By Dr. Robert L. Scheina, *Coast Guard Historian*

Today, a person who is a "figurehead" is also ornamental.

Most cargo ships are equipped with booms, which lift cargo on board. When the loading is finished, the booms are lowered. Today, "lowering the boom" means to bring something to an end.

Shipbuilding has also been the source of several common expressions in our language. A beached ship, or one under repair, was considered "high and dry," much as the person who is out of his element. To ease the launching of a vessel, grease—in the old days lard—was applied to the runners under a hull, hence "greased the ways." Now it means the path has been eased or smoothed.

The fisherman has also contributed to the rich nautical vocabulary. "Fish or cut bait" emphasizes that there is no room for the idler on these hard-working boats. Have you ever "taken the bait?" Once you have, you are "hooked!" And if you become more deeply involved than reason would dictate, you have fallen "hook, line, and sinker."

Most people have unknowingly adopted the language created by the merchant mariner to express quality and honesty. "A-1" condition tells that the hull—the A rating—is in superior condition as is the gear—the "one" rating. This system was created by the marine insurance firm Lloyd's of London.

Geographic names became synonymous with goods and events within the sailor's vocabulary and have been borrowed freely. "Java" is coffee. The logical reason is that during past centuries the islands then called Java were among the primary sources of coffee beans. Have you ever been "shanghaied" from someplace? During the last century, sailors found life so good in that port they had to be tricked or bullied back to their ship.

No sea story is complete without pirates. The language owes a debt to Blackbeard and Henry Morgan, who plundered the Spanish Main four hundred years ago. A method of deception employed by pirates, as well as by some ships of the line, was to "sail under false colors." Today this expression is used to describe an attempted deception. These pirates had few havens ashore where they could obtain supplies. However, many of the Caribbean islands were populated by wild cattle and their meat became a primary staple for the pirates. The French word boucan is a grill for cooking meat. From this has evolved "buccaneer," or one who eats dried meat.

On an evening when a breeze is soaring and the white waves heave high, think of other salty words and phrases that have added flavor to our speech. Think, too, of the sailors who confront the seas and hope for a fair wind from the trades.

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American Bureau of Shipping.**

that ship would block out the breeze and "take the wind out of my sails." Colloquially, this saying denotes that someone has been outperformed.

An expression more commonly used in British English than in the Yankee provincial form is "carry on." Aboard the square rigger, "carry on" was a specific order not to shorten sail, but to carry as much canvas as possible. A Yankee might bellow "full steam ahead," a nautical expression of a later era.

An individual who "knows the ropes" today is an expert who knows what to do. A century and one-half ago, a novice sailor knew no more than the names and uses of the primary ropes, and his discharge papers were marked "knows the ropes."

When the wind fills sails, a ship takes on a slight inclination, or list. Accordingly, the only time the sailing ship is not listing is when there is no wind at all and the ship becomes "listless." Today, the word means dull or lifeless. On board a square rigger, to ask "give me some leeway" would be requesting the helmsman to leave adequate room between the ship and an object on the windward side.

The sea can be demanding. Many nautical expressions have grown out of man's confrontation with the elements. To be "under the weather" bears its original meaning today. "Overwhelm" is derived from the Saxon "whelmen," which means to "bury in heavy seas."

The parts of a ship are often referred to in daily speech. Ornate "figureheads" enhanced the bows of most sailing ships. They were originally there to ward off evil spirits, but as sailors became less superstitious, the pragmatic value of this art gave way to its decorative appeal.



CUYAHOGA PICKING UP THE PIECES

by Peter A. Smerick, Special Agent

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Contributed by LT Robert Gudknecht, USCGR.

construction of water-damaged documents is only one of the many services they can provide. In fact, Document Section personnel are capable of conducting practically any type of examination that can be made on a piece of paper.

Their work is not limited to paper evidence, however. They examine many types of evidence used in the preparation of documents, as well as miscellaneous items which bear handwriting or other forms of printing or lettering. Thus, it is not uncommon for an examiner to handle such diverse specimens as used typewriter ribbons, lead printing dies, or wooden crates bearing obliterated addresses.

Despite the varied functions of Document Section personnel, the investigation conducted aboard the Cuyahoga was a most unusual assignment.

CUYAHOGA SWAYS IN THE WIND

When the group arrived at the salvage site, work had already begun. A mile-wide area in the usually traffic-filled channel northeast of Smith Point had been cordoned off to prevent interference from ships in the vicinity and to protect them from scraping the Cuyahoga's mast, which had come to rest only four feet beneath the water's surface. Navy and Coast Guard divers had successfully maneuvered cables beneath the bow and stern of the ship and connected them to overhead cranes mounted on barges.

When efforts to raise the vessel began, the salvagers had expected the ship to come up at a rate of about 15 feet per hour from its 57-foot depth. But they had underestimated the lifting ability of the cranes, and the vessel broke the water's surface only four minutes after the cranes were engaged. Six massive pumps worked to clear the Cuyahoga, which was two-thirds filled with water.

Although deteriorating weather conditions and threatening waters jeopardized the operation, Navy tugs managed to position a 220-foot barge under the Cuyahoga, which had been lifted 30 feet above water. As the suspended cutter swayed in the wind, the salvage master skillfully lowered the vessel onto the waiting barge, and Navy personnel scrambled aboard with cables to secure her.

Once the Cuyahoga was secured to the barge, members of the boarding party conducted a preliminary examination of the ship's instruments, but because of the unavailability of adequate

October 20, 1978, at 9:07 p.m., U. S. Coast Guard Cutter Cuyahoga and Argentine freighter Santa Cruz II collided in the Chesapeake Bay, three and one-half miles northeast of Smith Point in Virginia, near the mouth of the Potomac River. As a result of the impact, the 125-foot Cuyahoga sank to the bottom, taking with her 11 of the 29 crewmembers. Spokesmen called the collision "one of the worst accidents in the U. S. Coast Guard within the last ten years."

Several days after the accident, Navy and Coast Guard divers began the difficult, grim mission of raising the sunken ship to remove it as a hazard to navigation. An examination of the Cuyahoga and its contents undoubtedly would produce valuable information regarding the causes of the disaster. The U. S. Coast Guard requested assistance from personnel of the Document Section, Federal Bureau of Investigation Laboratory. These experts were needed to participate in the search of the Cuyahoga and to restore, preserve, and take custody of charts, logs, and other documents recovered from the ship. Special Agent-Document Examiners from the FBI Laboratory, together with the investigating board of inquiry, proceeded to the salvage site aboard the Coast Guard Cutter Point Brown.

WATERMARKS AND TIRE TREADS

Document examiners are generally regarded as being concerned primarily with handwriting examinations, but their capabilities are considerably more extensive. Frequently, examinations are made not only of handwriting and handprinting, but of typewriting, checkwriter impressions, rubber stamp impressions, watermarks, printing methods, obliterations, alterations, paper and ink, shoeprints, tire treads, photographic processes and charred paper. The recovery and re-

lighting, no documents or navigation instruments were removed at that time. Instead, Navy tugs towed the barge to Portsmouth, VA, where an inspection of the cutter was conducted the following day.

At this time, mangled logs, navigation charts, and other records were carefully placed between sheets of blotting paper and cardboard before removing them from the ship. An itemized list describing the recovered documents was meticulously prepared, and all articles were systematically marked for identification.

THE PIECES FALL INTO PLACE

FBI Laboratory technicians assisted the document examiners in the tedious task of preserving and reconstructing fragments of charts, log books and other documents which had been submerged in brackish water for 11 days. Scalpels and other laboratory instruments were employed to separate individual documents without incurring additional damage.

Experiments were conducted to determine which documents could withstand fresh water rinsing in an effort to remove brine, diesel fuel, and silt. Individual sheets of paper, such as radio instruction forms, were immersed in trays of cool, flowing water for approximately two to five minutes. While the documents were under water, silt was carefully removed with the aid of fingerprint brushes. However, this technique proved detrimental to navigation charts because a substantial amount of sizing, a rosin added to paper to give it water repellency and strength, had been extracted from the paper by the action of sea water.

After the cleansing process, numerous dehydration experiments were conducted on miscellaneous document fragments. Accelerated drying methods were explored, such as the application of microwave energy and the use of cabinets equipped with heaters and fans. Evaluation of test results determined that the integrity of these documents could best be maintained through the use of blotting paper alone.

Each chart, log book and communication was positioned between sheets of white blotting paper, covered with plexiglas, and subjected to pressure. Fresh blotters were frequently substituted over a period of several days. Moisture and a coincidental amount of ink were removed through osmosis. Plexiglas and plastic were

used to protect the reconstructed charts and logs.

The Photographic Operations Unit of the Laboratory methodically photographed more than 250 items of evidence in a 24-hour period. Over 3,500 black and white and color photographs were produced for the U. S. Coast Guard Marine Board of Investigation.

Upon the conclusion of the operation, participating Special Agents offered testimony before the Marine Board of Investigation at Norfolk, VA. The documents recovered from the Cuyahoga were returned to Coast Guard authorities.

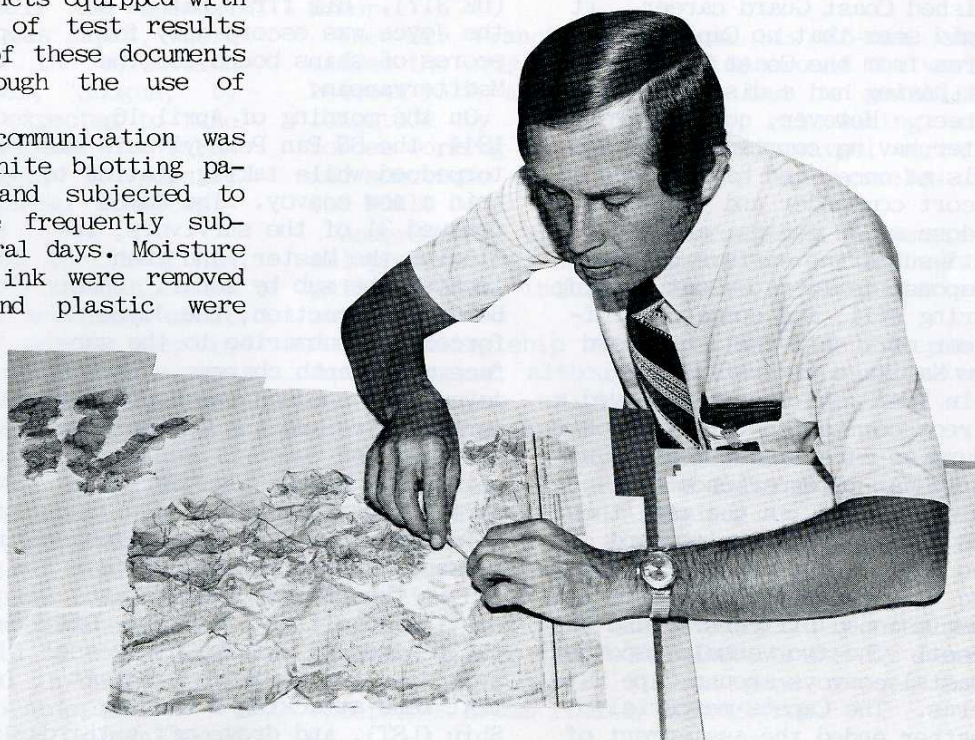
The intelligence gleaned from these charts, log books and reconstructed communications helped shed light on the circumstances surrounding the collision which sent the Cuyahoga to the bottom of the Chesapeake Bay.

RELIANCE COMMENDED FOR CUYAHOGA ASSISTANCE

The Reserve Training Cutter Reliance was awarded the Coast Guard Unit Commendation for its excellent service October 20 to October 31 as principal onscene unit after the Cuyahoga disaster. Reliance proceeded to the collision site the night of the accident and organized the diverse units searching the area into an efficient operating force. Though shorthanded, the Reliance crew worked round-the-clock, performing helicopter evolutions and small boat operations, and processing hundreds of messages. Reliance personnel successfully performed these duties under the close scrutiny of many official government and media visitors.

The citation, presented by the Commandant, states that "The devotion to duty and outstanding performance of personnel of USCGC RELIANCE reflect great credit upon themselves, their unit and the United States Coast Guard."

Physical Science Technician Robert J. Messina (above) and Special Agent Peter A. Smerick (below) reconstruct navigational charts from the Cuyahoga.



Thirty Years at the Helm

by PA2 Wilkie Nunn, USCGR

LTJG E.G. Grundy and LT J.L. Bender,
XO and CO of PC 469, at Pearl Harbor, Nov. 1945.



After making Commander in 1956, CAPT John L. Bender, USCGR(Ret.) survived sixteen retention boards. "I'm not sure, but this may be a record of some type," said the Captain. "It was the seventeenth one that got me."

That seventeenth retention board ended an extremely distinguished Coast Guard career. It would seem that no Captain retires from the Coast Guard without having had a distinguished career. However, not many retire after having commanded two vessels at once, and having been an escort commander and coastal commodore as an ensign, and the anti-submarine warfare officer responsible for a U-Boat sinking during WWII, and commanding officer of a ship that shot down two Kamikaze aircraft.

In 1942 John Bender received a direct commission into the Coast Guard as an ensign. Most of his World War II experience was afloat. Early in the war, then ENS Bender was given command of two 83-foot cutters in the Atlantic to stretch the available commissioned officers around the fleet. The two vessels escorted coastal convoys around Cape Hatteras. The Cape's mercurial weather ended the assignment of

multiple commands. A violent storm blew the two cutters apart. They finally ended the night two hundred miles from each other and the dual command idea was abandoned.

In December, 1943, LT Bender became the anti-submarine warfare officer on the USS Joyce (DE 317). His first patrol on the Joyce was escort duty for scores of ships bound for the Mediterranean.

On the morning of April 16, 1944, the SS Pan Pennsylvania was torpedoed while taking station to join a new convoy. The Joyce rescued 31 of the survivors, including the Master, and then located the sub by sonar. Under Bender's direction, the Joyce forced the submarine to the surface with depth charges. The Joyce then subdued the U-550 with surface fire and the German crew scuttled the sub. LT Bender received the Bronze Star for his part in the action.

In May of 1945 LT Bender took command of Patrol Craft PC (c) 469 in the Pacific Theater and continued to fight the war. Off the beaches of Okinawa his vessel shot down two Kamikaze aircraft that were attacking a Landing Ship (LST), and drove off a third.

After the war LT Bender returned to Princeton to complete his education. While there, he organized, and served as an instructor for, the Naval ROTC unit at the university. He continued his military training with the Navy Reserve in Trenton, NJ.

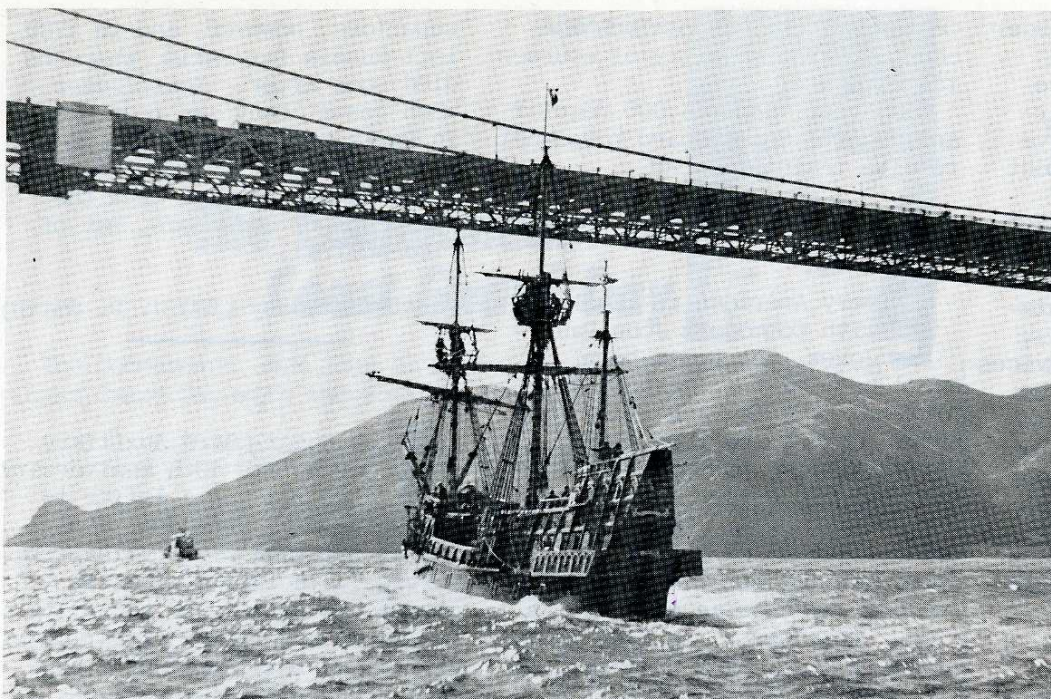
While CAPT Bender's war record is impressive, his role as a "Citizen Sailor" may have touched more lives than his active duty exploits. From the Fall of 1973 until his retirement, he worked steadily in the Volunteer Training Unit (VTU) program. He was named the commanding officer of a new type of VTU, combining three Washington/Baltimore VTU's. This VTU emphasized augmentation as the means for training of-ficers for mobilization.

Before his retirement from the Reserve CAPT Bender, as Fifth District Reserve Mobilization Readiness Officer, worked to establish the Headquarters Pollution/Law Enforcement Reserve Unit (WLE) which was commissioned June 22. It is responsible for determining inter-agency port security requirements. He also served as senior VTU representative to the Baltimore Zone Liaison Group. This group meets to determine overall needs and policy for Baltimore/Washington area Coast Guard units.

It seems that retirement would look good to a man who has served more than 30 years and accomplished as much as CAPT Bender, but retirement was not his idea. CAPT Bender plans to stay active on, near and around the waters of the Potomac River. Currently he is teaching remedial reading to elementary students, providing swimming instruction to children who would not otherwise have a chance to learn to swim, and teaching sailing for the Washington Sailing Association.

CAPT Bender is, like the Coast Guard he served for so long, Always Ready. Recently he assisted several sailboats in distress, searched for drowning victims, towed a disabled trimaran off a lee shore under sail power only and, last December, pulled a fellow boat owner out of freezing waters at the Washington Sailing Marina when the man slipped from the dock.

Some things, it seems, just get in the blood.



left: The Golden Hind heads out for the Golden Gate Bridge. above: Reserve machinery technician John Anderson.

Photos by PA2 J.L. Snyder and PA2 M.I. Berman, USCGR

adventure on the golden hind

by PA1 Bob Borden, USCGR

A little bit of seafaring history slowly sailed out of San Francisco Bay in April. On board the tiny vessel was Coast Guard reservist John Anderson.

Anderson, a machinery technician assigned to the Fort Point Reserve Unit in San Francisco, is serving as chief engineer aboard the Golden Hind, a replica of the famous ship sailed 400 years ago by Sir Francis Drake, one of the most famous and feared sea captains ever to sail the oceans.

The Golden Hind's destination was Japan, where it is being used in scenes for the television version of the best-selling novel, "Shogun," by James Clavell. The voyage was expected to take three months, according to a spokesman for Paramount Pictures. The film company is jointly financing the trip with the National Broadcasting Company.

For Anderson, the cruise is the thrill of his life. A shy, reserved man with a rich, full beard, fair hair and a sense of adventure about him, Anderson spent four years active duty in the Coast Guard between 1964 and 1968. He entered the Coast Guard Reserve in 1975 and currently serves as a boat engineer at the Fort Point Unit.

Anderson was building a sailboat in Sausalito when he learned through a friend about the engineer's position aboard the Golden Hind. He worked on board the vessel day and night for a month preparing the ship for its long voyage before he was finally accepted as chief engineer. "I honestly don't believe I could be where I am today if I hadn't been nourished in engineering aboard Coast Guard vessels," said Anderson.

The construction of the replica Golden Hind

was conceived and financed by two San Francisco businessmen. The ship was built in England, using shipbuilding skills which faithfully duplicated, plank by plank, the first Golden Hind.

The replica vessel, 102 feet in length, has three masts, five decks, 18 heavy cannon and 4,150 square feet of sail. The ship is fitted with powder and shot casks, hammocks and lanterns, leather buckets, tools, small arms and armor.

When Sir Francis Drake and his 86-man crew sailed the original Golden Hind around the world between 1577 and 1580, they had to establish longitude by dead reckoning, calculating all forces working on the ship: wind, waves, current and sometimes even the weight of barnacles on the hull.

Anderson and his 16 international crewmates, all professional seamen, carry some modern navigational aids, including sextant, chronometer and radio.

The sailing ship is powered by a 200 horsepower diesel engine, although Anderson said the wind, not the engine, would propel the Golden Hind most of the way to Japan.

"I think it's every seaman's dream to go sailing on a square-rigger like this sometime in his life," said Anderson, standing on the pier and admiring the Golden Hind shortly before it departed San Francisco.

The tiny ship bobbed slowly up and down in the choppy waters of the San Francisco Bay as it was escorted out to the Golden Gate bridge by dozens of white sailboats. It was good to see John Anderson's dream finally coming true.

VADM Robert Price, Commander, Atlantic Area and Third Coast Guard District, received the Patriot of the Year-Military Award from the Reserve Officers Association, Department of New York. VADM Price was cited for "his strong support of the Coast Guard Reserve to insure its augmentation and mobilization mission readiness." Representative Donald J. Mitchell (R-NY), member of the House Armed Services Committee, received the Patriot of the Year-Civilian Award.

Reserve Training Center Yorktown, VA reached a milestone this summer with the celebration of its twentieth anniversary July 3.

RTC was established July 3, 1959 primarily to provide two weeks of active duty for training for large numbers of reservists during the summer. Over the years, however, a number of schools for training active service Coast Guard personnel have been added to the Training

Center. These schools now account for the majority of courses taught there.

Each year, about 8,000 Regular and Reserve Coast Guard personnel receive training at RTC.

Every American is familiar with Commodore John Paul Jones, the Scots-born naval hero of the American Revolution. But few are aware that after serving the fledgling United States, our hero was commissioned a rear admiral in the Russian Navy. Catherine the Great, Czarina of Russia, felt Jones was the man who could restore the Russian Navy to its former greatness. In 1789 Jones, enthusiastic to get to work, led the Russian battle fleet to a hard-won victory on the Turkish front. For this he was named vice admiral of the Russian Navy, awarded a medal and given command of the Baltic fleet. He managed to make enemies of some of his

superiors, however, and in 1789 left Russia for Paris, where he died soon after. Years later, when Jones' body was recovered in Paris and returned to the United States, the American ship carrying his remains flew the flag, not of commodore, but of vice admiral.

(contributed by LTJG J. P. Smith)

The Coast Guard Auxiliary marked its 40th anniversary June 23. In a letter to the auxiliary, President Jimmy Carter remarked "Your volunteer service...including offering courses in safety and assisting in search and rescue operations...are in the best American tradition. I congratulate you on this milestone occasion."

The anniversary was commemorated by National Commodore Horton and the Commandant, ADM J. B. Hayes, in a ceremony on board the cutter EAGLE.

ADT: YOU Can Make the Difference

by PA2 Marshall Berman, USCGR

Two weeks is merely a fragment of the calendar year, but for Coast Guard reservists, it's a valuable fragment. "With careful planning, the two-week active duty for training (ADT) period can and should be an asset to a reservist's rating," said LT Carl Crown, Reserve Training Officer for the Twelfth Coast Guard District.

LT Crown spends a great deal of time on the phone, mostly processing ADT requests. When a request is received, Crown works with the Regular unit to determine if there is an opening for the date requested and if berthing is available. He monitors active duty training to ensure that reservists are receiving training based on their current assignments. This becomes increasingly important for ratings such as Hospital Corpsman and Fire Control Technician because very often, ADT is the only time when proper training can be carried out.

The main function of ADT is to train reservists in their ratings. If a reservist wants to

train outside his rating, LT Crown generally disapproves the request and returns it to the reservist's unit. "This type of situation can be avoided for the most part if unit training officers are doing their jobs by contacting me with any special requests that I would otherwise reject. I approve more requests in this fashion, because I can better understand their motives," said LT Crown.

Major criteria LT Crown uses when approving or disapproving orders are the types of active duty a reservist has performed in the past and where he wants to go. A guideline designed by the Twelfth District Training Office recommends formal training once every three or four years, with OJT and rating schools during alternate years.

Reservists benefit from the amount of effort they put into active duty and can learn as much as they want, maintains Crown. Regarding OJT, he believes reservists should realize that Regular units are not set up as schools, but rather as working

organizations. Notes Crown, "A reservist can't sit around at a unit and expect to learn anything without personal motivation and utilization of his abilities. He has to show drive."

When problems arise, Crown advises reservists to solve them when training commences, not when it's completed. "Use of the chain of command is important in problem solving," he added. Reservists can get in touch with their unit training officers who in turn can contact LT Crown. He then will begin the troubleshooting process. "Unless it's an emergency, calls should be funneled through individual training officers before they reach me," says Crown.

LT Crown, like your training officer, understands ADT: its machinations, implications, importance, and good and bad attributes. He can answer just about any question concerning ADT. The only thing he can't do is make the two-week period meaningful and rewarding... that responsibility lies with you.



The Commandant on Coast Guard Day

The Commandant, ADM John B. Hayes, expressed his feelings on Coast Guard Day with the following message:

Personal Message From The Commandant

At the time you receive this message, I will be departing to visit, as Commandant, the last of our twelve Coast Guard Districts. In those travels I have seen about 3/4 of our units and talked to over 4/5 of the men and women of the Coast Guard. From that experience I can tell you that the Coast Guard enters its 189th year with more going for it than we sometimes give ourselves credit for. No other institution, in or out of government, has the broad-based respect for its level of public service that we enjoy. I thank each of you for your individual level of performance, respect, integrity, dedication and excellence that make up that reputation. Being the best requires that extra measure that Coast Guard people have always been willing to give. I ask that you continue giving of yourselves and that you share with me the spirit of the 1979 Coast Guard Day message when it is read during the formal ceremonies in your particular area on August 4th.

J.B. Hayes, Admiral, U. S. Coast Guard.

1979 Coast Guard Day Message

Members and employees of the Coast Guard, Coast Guard Reserve, Coast Guard Auxiliary and their families can all take pride that they are the heart of a Service whose actions express concern for others. You have accomplished this goal in spite of the "me first" ethic that began its popularity in the 1960s. We have important jobs to do and we have carried our commitment through changing missions and changing needs of those we serve. The great wartime Commandant of the Coast Guard, Admiral Russell Waesche, showed us the timeliness of our charge during the observance of the Coast Guard's 149th birthday at the New York World's Fair in 1939. He said:

"And so, on through time with constantly changing conditions, the Coast Guard has carried on, always imbued with the traditions of those officers and men who, in the years behind, have seen to it that the honorable record of the corps was transferred unblemished to the succeeding generation."

Our ability to fulfill our role is founded upon several factors, each of which can be a source of pride:

The unselfish sharing of Coast Guard men's and women's own tremendous talents and the humanitarian, military and multimission character of our organization.

We are often very critical of ourselves and that is healthy. But on this special day we should use the occasion to reflect upon what our Service really is, the good things that it does, its most enviable reputation and our legacy to preserve it, and the exciting future for public service the decade of the 1980s offers to each member of our Regular, Reserve, and Auxiliary organizations.

The move of Coast Guard Headquarters to its new building is well underway. The Reserve Administration (RA) and Reserve Training (RT) divisions are already at their new locations. Chief, Office of Reserve (R), Reserve Staff (R-1) and the Reserve Programs (RP) division are slated to move September 27-30. Telephone numbers will remain the same, though service may be disrupted during the move. The new routing symbols will be: G-R/TP54; G-R-1/TP54; G-RA/TP54; G-RT/TP54 and G-RP/TP51. The new address is:

Commandant, U.S. Coast Guard
(routing symbol)
U.S. Coast Guard Headquarters
Washington, D.C. 20590

CAPT Henry Abbott, USCGR (Ret.) is one of six remaining members of the Last Man of Forty Veterans. The men, now in their 80's, are veterans of World War I. With their comrades, they formed a pact 47 years ago to honor their friendship as long as one of them remains alive.

Four of the six survivors, including CAPT Abbott, celebrated their 47th reunion April 6 in Philadelphia. The date was the 62nd anniversary of America's entry into World War I.

At the reunion, a silver cup engraved with the names of all 40 original members was passed for ceremonial sips. The last surviving member will receive a large bottle of Hennessy VSOP cognac in a satin-lined case, presented by the French consul-general almost 50 years ago.

CAPT Abbott was one of the original Coast Guard officers called back to active duty after World War II, when the Reserve Division was organized as part of the Office of Personnel. It was CAPT Abbott who brought into being the Waesche Award.

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